

PM Conformity Hot Spot Analysis Project Summary Form for Interagency Consultation

The purpose of this form is to provide sufficient information to allow the Transportation Conformity Working Group (TCWG) to determine if a project requires a project-level PM hot spot analysis pursuant to Federal Conformity Regulations.

The form is not required under the following circumstances:

1. The project sponsor determines that a project-level PM hot spot analysis is required or otherwise elects to perform the analysis; or
2. The project does not require a project-level PM hot spot analysis since it:
 - a. Is exempt pursuant to 40 CFR 93.126; or
 - b. Is a traffic signal synchronization project under 40 CFR 93.128; or
 - c. Uses no Federal funds AND requires no Federal approval; or
 - d. Is located in a Federal PM attainment area (note: PM10 and PM2.5 areas differ).

Projects other than those listed above may or may not need a project-level PM hot spot analysis depending on whether it is considered a "Project of Air Quality Concern" (POAQC), and should be brought before the TCWG for a determination.

It is the responsibility of the project sponsor to ensure that the form is filled out completely and provides a sufficient level of detail for the TCWG to make an informed decision on whether or not a project requires a project-level PM hot spot analysis. For example, the TCWG will be reviewing the effects of the project, and thus part of the required information includes build/no build traffic data. It is also the responsibility of the project sponsor to ensure a representative is available to discuss the project at the TCWG meeting if necessary.

Instructions:

- 1) Fill out form in its entirety. Enter information in gray input fields.**
- 2) Be sure to include RTIP ID#. See <http://scag.ca.gov/rtip/> if necessary.**
- 3) Submit completed form to your local Transportation Commission who will submit it to the MPO. Caltrans projects can be submitted by Caltrans District representative.**

The TCWG meets the fourth Tuesday of each month at SCAG Headquarters, 818 W. 7th Street, 12th Floor, Los Angeles, CA 90017. Participation is also available via teleconference. Call (213) 236-1800 prior to meeting to get the call-in number and pass-code.

Forms must be submitted by the second Tuesday of the month to be considered at that month's TCWG meeting.

REFERENCE

Criteria for Projects of Air Quality Concern (40 CFR 93.123(b)(1)) – PM₁₀ and PM_{2.5} Hot Spots

- (i) New or expanded highway projects that have a significant number of or significant increase in diesel vehicles;
- (ii) Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;
- (iii) New bus and rail terminals and transfer points than have a significant number of diesel vehicles congregating at a single location;
- (iv) Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and
- (v) Projects in or affecting locations, areas, or categories of sites which are identified in the PM₁₀ or PM_{2.5} applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

Links to more information:

<http://www.fhwa.dot.gov/environment/conform.htm>

<http://www.epa.gov/otaq/stateresources/transconf/index.htm>

TABLE 1
Type of Project

- | |
|--|
| <ul style="list-style-type: none">• New state highway• Change to existing state highway• New regionally significant street• Change to existing regionally significant street• New interchange• Reconfigure existing interchange• Intersection channelization• Intersection signalization• Roadway realignment• Bus, rail, or inter-modal facility/terminal/transfer point• Truck weight/inspection station• At or affects location identified in the SIP as a site of actual or possible violation of NAAQS |
|--|

RTIP ID# <i>(required)</i> LA0C40				
Project Description <i>(clearly describe project)</i> Valley Boulevard-Alhambra Avenue Connector Project: The City of Los Angeles, in cooperation with Caltrans and the Federal Highway Administration (FHWA), proposes to construct a four-lane (two lanes in each direction) connector road between Valley Boulevard and Alhambra Avenue, a distance of approximately 1,450 feet (see Figure 1 attached). This project would enhance access to regional commercial and industrial centers and would improve east-west mobility in the San Gabriel Valley. The proposed project would not generate new traffic or increase the amount or percentage of truck traffic; rather it would redistribute traffic in the area reducing congestion and improving traffic flow. The connector road alignment would be "S" shaped and would begin at Valley Boulevard (aligned with the Interstate 710 off-ramp), near the southern limit of the project site, and would connect to Alhambra Avenue near the northern limit of the project site. The proposed project includes construction of a grade separation, a new underpass beneath the Union Pacific Railroad right-of-way, which runs east-west through the northern portion of the site on an elevated grade. Alhambra Avenue between Lowell Avenue and the City of Alhambra boundary would also be realigned to improve operation and traffic safety.				
Type of Project <i>(use Table 1 on instruction sheet)</i> New regionally significant street				
County Los Angeles	Narrative Location/Route & Postmiles Valley Blvd. at I-710 NB off-ramp north to Alhambra Ave. in City of Los Angeles; 07-LA-0 Caltrans Projects – EA# 07-932102L			
Lead Agency: City of Los Angeles (CEQA); FHWA (NEPA)				
Contact Person Linda Moore, City of LA	Phone# 213-485-5751	Fax# 213- 847-0656	Email Linda.Moore@lacity.org	
Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 X PM10 X				
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>				
Categorical Exclusion (NEPA)	X	EA or Draft EIS	FONSI or Final EIS	PS&E or Construction
Other				
Scheduled Date of Federal Action:				
Current Programming Dates <i>as appropriate</i>				
	PE/Environmental	ENG	ROW	CON
Start	2003	2007	2008	2009
End	2007	2008	2009	2010

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*

Interstate 710 (I-710) terminates at Valley Boulevard, just north of Interstate 10 (I-10), in the Los Angeles community of El Sereno and the City of Alhambra, resulting in a “gap” in the 710 freeway between I-10 and Interstate 210, approximately 6 miles to the north in the City of Pasadena. This 6-mile “gap” has resulted in substantial traffic congestion and substantial degradation in mobility within local communities along the freeway “gap” corridor. The existing traffic congestion and impaired mobility in the project vicinity limit access to and from important community resources including California State University, Los Angeles, as well as other local schools and community facilities. Additionally, the existing local roadway network in the project area provides limited north-south routes for vehicles and emergency services providers serving the El Sereno community. Union Pacific Railroad tracks traverse the project area in an east-west alignment, which creates a number of dead-end streets on either side of the tracks. Fremont Avenue is currently the only grade-separated crossing in the north-south direction in the immediate vicinity of the El Sereno community. A grade-separated crossing is planned near the intersection of Valley Boulevard and Alhambra Avenue. However, under present conditions (i.e., one grade separation at Fremont Avenue), when the at-grade crossing at Valley Boulevard and Alhambra Avenue is impassable due to train traffic, delays in emergency response occur. Even after the grade separation is built, City of Los Angeles emergency vehicles that are required to respond to an emergency while in the field in the vicinity of the I-710 terminus would have to backtrack a significant distance to get across the railroad tracks.

The proposed project is intended to provide an “interim” solution to the local traffic, mobility, and safety problems identified above until a long-term “gap” closure solution is devised and implemented. Therefore, the specific objectives of the proposed project are to:

- Provide local traffic congestion relief and improve local and regional mobility by better distributing traffic to and from the I-710 terminus and key local roadways (i.e., Valley Boulevard, Alhambra Avenue, and Fremont Avenue).
- Provide additional local access between the I-710 freeway terminus and the El Sereno community with minimal intrusion into neighborhoods and provide alternative access for emergency vehicle response.
- Enhance traffic operations and safety by improving roadway geometry along Alhambra Avenue and re-striping Valley Boulevard.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

The proposed project site is bounded by single-family residential uses to the east, industrial and commercial uses to the north and west, and the I-710 terminus to the south. The greater El Sereno community and neighboring Emery Park area of Alhambra are predominately residential to the north of Alhambra Avenue/Mission Road. Commercial and light industrial uses can be found along Valley Boulevard and Alhambra Avenue/Mission Road. Retail commercial uses are located along Fremont Avenue between Valley Boulevard and Mission Road, and include a large new retail shopping center on the northwest corner of Mission Road and Fremont Avenue. Valley Boulevard (south of the proposed connector road) and Alhambra Avenue (north of the proposed connector road) serve as alternative routes for traffic avoiding congestion on the San Bernardino Freeway (I-10). Similarly, Fremont Avenue, to the east of the proposed project, acts as a substitute for the portion of the I-710 freeway that has not been completed between the I-10 and I-210 freeways.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Year 2010 No Build: NA

Year 2010 Build: AADT = 17,160; % trucks = 5.7*; truck AADT = 980

* From Caltrans 2005 Truck Volumes – Route 710 @ Post Mile 26.497, Monterey Park Jct., Route 10, San Bernardino Freeway

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Year 2030 No Build: N/A

Year 2030 Build: AADT = 19,600; % trucks = 5.7*; truck AADT = 1,120

* From Caltrans 2005 Truck Volumes – Route 710 @ Post Mile 26.497, Monterey Park Jct., Route 10, San Bernardino Freeway

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

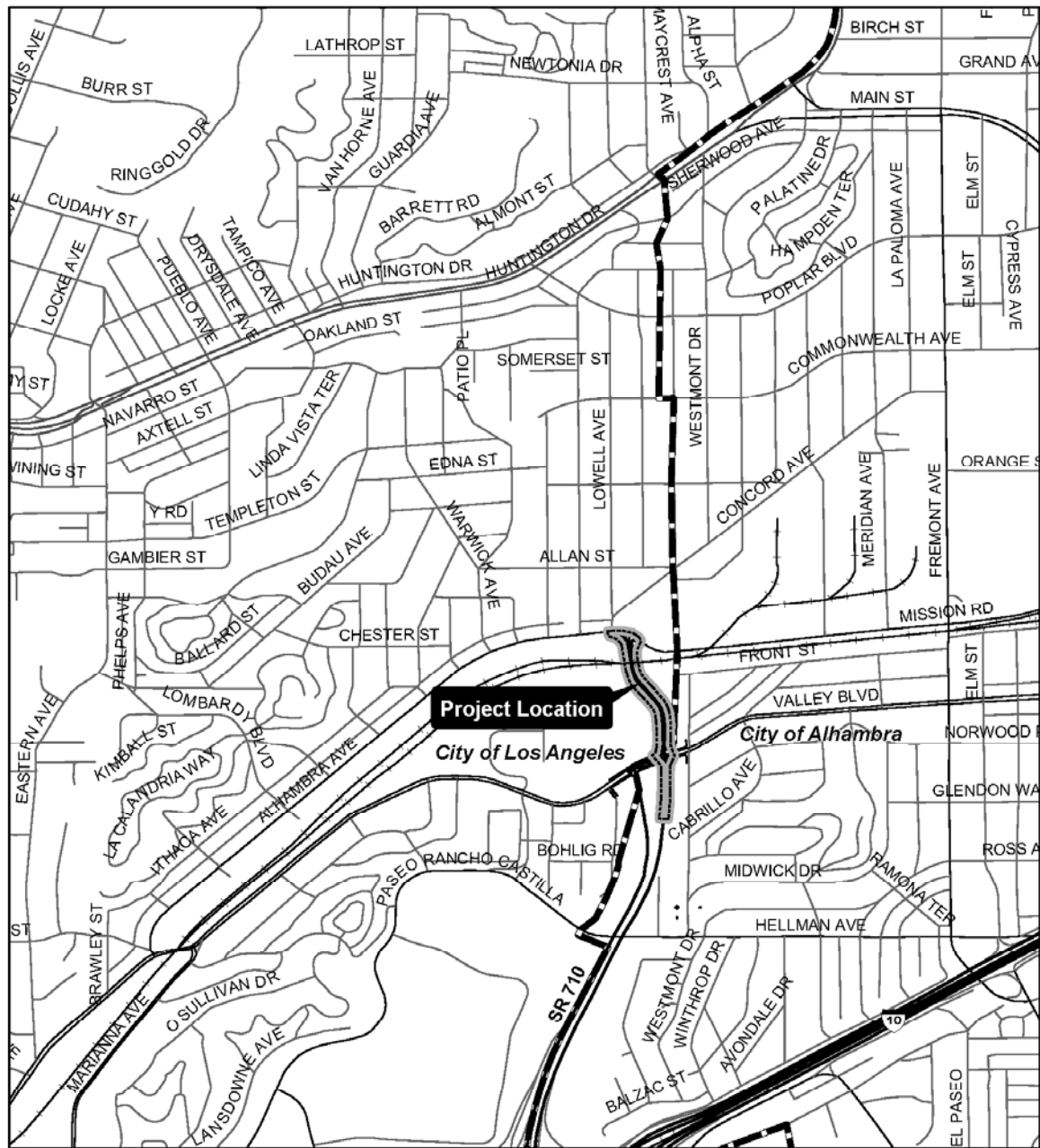
RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*


By creating a new connection between Valley Boulevard and Alhambra Avenue/Mission Road, the proposed interim improvement project would better distribute traffic to and from the I-710 freeway terminus. In addition to the current route to and from the freeway along Valley Boulevard and Fremont Avenue, traffic to and from the freeway would be afforded an alternative route along Alhambra Avenue/Mission Road and the proposed new connector road. This redistribution of traffic between the two routes would result in improved levels of service at key intersections. In addition, traffic operations along eastbound Valley Boulevard to northbound Fremont Avenue would be improved by diverting a portion of traffic to the new connector road and eastbound Alhambra Avenue/Mission Road. Similar operational improvements would also occur along westbound Valley Boulevard from Fremont Avenue to the I-710 on-ramp as a portion of traffic bound for the freeway would use westbound Alhambra Avenue/Mission Road and the new connector road as an alternative to southbound Fremont Avenue and westbound Valley Boulevard. Implementation of supplemental traffic measures in the City of Alhambra (i.e., signal coordination, overhead signage, and re-striping along westbound Valley Boulevard) would augment this improvement in traffic flow along westbound Valley Boulevard from Fremont Avenue to the I-710 on-ramp.

Comments/Explanation/Details *(attach additional sheets as necessary)*

Figure 1: Project Vicinity Map



Source: Census Bureau TIGER Data, 2000.

 City Boundary

